

Present: Rob Crowner (Chair), Guilford Mooring (Superintendent, DPW), Don George, Charlie Moran, Stephen Braun, Vincent O'Connor, Andrew Melnechuk (Public Transportation Committee liaison).

## **1. Administrative**

Minutes of 1/6/09: Accepted 4-0. (Mr. O'Connor arrived after this vote.)

Next meeting set for: April 7, 2009, 7:00.

## **2. New Business**

### Snow removal issues

Mr. Melnechuk raised the issue of the hazard posed by streets narrowed by snow to people riding bikes in winter. He said his committee would like to see roads plowed completely curb-to-curb to maximize space for bicycles. Noticed that lots of labor being expended to clear downtown, and wonders if same effort could be expended to clear roads to edges. Recognizes budget constraints, but would still like to make the point.

Mr. Mooring suggests this is not a matter for the DPW committee, but, rather, for the Select Board. Also suggests that increased use of ice-melting chemicals would help the matter since there would be less snow piling up on roadsides. He recommends a product called "Ice-B-Gone" which is a mixture of magnesium chloride (MgCl) plus a simple sugar. Notes that use of this combination has really helped spring cleanup downtown because it reduces or eliminates the need to sand roads (with sand/salt mixture). Notes that NY studies have suggested that MgCl is environmentally benign and has a greatly reduced corrosion impact on vehicles and machinery compared to rock salt (NaCl). There's a link off of the DPW website ([www.searsecological.com/icebgone.htm](http://www.searsecological.com/icebgone.htm)) that explains the product and also contains other links to research results that demonstrate the efficacy of this product.

### Bridge at Puffers Pond

Mr. O'Connor reports that in January the bridge crossing the stream just west of the dam was being inspected and that the inspectors found damage that might justify putting the bridge on a one-year repair cycle. That would trigger the design process. Intersection just north of the bridge was reconstructed to be safer. Same type of thing could happen with reconstruction of Sand Hill intersection. Mr. O'Connor reports that neighbors would like some kind of pedestrian access/viewing of pond and falls. His concern is that some parts of the abutments are historic features. Would like pedestrian access/viewing to be incorporated in bridge repairs/redesign. Also the height of the existing I-beams appears to be higher than required for accommodation of annual flood-level waters. Could use lower I-beams in reconstruction to avoid the need for "ramp" areas on either side of the bridge. Mr. O'Connor suggests that we transmit our concerns/issues to the State early in the design process, and/or invite State representatives to

discuss neighborhood concerns. Also should invite Historical Commission to any meeting so that the issue of the abutments can be addressed.

Mr. George notes that the bridge has no concrete deck, it's an asphalt-on-corrugated-steel deck. There are currently no weight limits on the bridge because Mr. Mooring says it's "super over-designed."

Mr. Crowner asked what the time frame is for design/construction. Mr. Mooring says "years" because work on the Pelham Rd. bridge is a higher priority.

### **3. Old Business**

#### Sand Hill Rd. Update

Mr. Mooring says the Sand Hill Rd. project is going to be a "problem child." To bring road into right-of-way will require removal of many street trees. It's a very narrow road, not all on public right of way. About 2-3 feet of roadway is currently on private property, which is complicating the design work and will require perhaps lengthy legal processes to allow construction.

There being no other business, the meeting was adjourned at 8:05.

Respectfully Submitted,

Stephen Braun, Sec'y *pro tem*.